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Hongkong, 20th September 1905. [673]

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Hongkong, 27th June, 1905. [43]

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Hongkong, 23rd March, 1906. [704]

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No correspondence should be received after 11 a.m. on any day of publication. After that hour the supply is limited. Only supplied to Cash. Telegrams: Address: Russia. Codes: A.S.W. & Co. Ltd. P.O. Box, 85, Telephone No. 12.

MARRIAGES.

On April 4th, at Shanghai, HUGH KIRKHOPE, Tinsmith, to AGNES MARY, daughter of the late JOHN STEWART NAKES, Shanghai, to ALICE MARY, only daughter of the late ALEX. MACALISTER, of Shanghai.

DEATHS.

On March 31st, at Vladivostok (of heart disease), M. TERRY, Russian, of Shanghai, aged 58 years. On April 4th, at Shanghai, suddenly, WILLIAM BELL, aged 40 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 12TH, 1906.

THE news conveyed in our exclusive telegram, published by "extra" yesterday and reprinted this morning, of a bill to amend the much debated Education Act of 1902-03 will not come as a surprise to those who have been following the trend of events in Britain during the last three years. In that period the sectarian jealousies which have always been associated in England with the discussion of the education question have become more acute. The grumbling and dissatisfaction which occasionally found expression under the old regime developed into open hostility when the Education Act was passed. Heated argument and acrimonious debate became the order of the day. The toleration towards which the spirit of the age was tending was checked, and rampant bigotry and intolerance once more stalked the land. Admittedly, the state of education in England before the passing of these Acts was most unsatisfactory. Compared with those in other advanced countries—even that in Scotland itself—the system in England was very much behind the times, in fact, there was no system worthy of the name. The Education Act of 1870 had proved a failure. The people apparently distrusted the school boards, and, influenced by denominationalism, adhered to the

badly-equipped schools where, if the education was not all that could be desired, the children were taught the religious tenets to which so many of their elders attached importance. It was a difficult question to tackle, and perhaps because of its difficulties legislators hesitated to attempt a solution. However, the last Government apparently felt that the intolerable state of affairs must be remedied, and so the Education Act of 1902 was introduced and passed after a keen parliamentary struggle. Even its most sanguine supporters could hardly claim that the Act was a perfect one, but it certainly bore the impress of an honest attempt to solve one of the thorniest problems with which any Parliament has had to deal. It introduced a system where none existed. It co-ordinated both elementary and higher education, and it placed all the schools under one authority. Of course the Nonconformists did not like the Act. But neither did the parish priests. The Nonconformists felt they had a grievance in having, as ratepayers, to contribute to the teaching in schools other than their own of dogmas to which they objected, forgetting that the cost of the secular education in their own schools which they previously had to pay was now thrown on the community, and forgetting that they had gained very materially by the introduction of the new system. On the other hand the parish priest and his school managers were shorn of many of their old privileges, and the Roman Catholics had also to come under an authority from which they were previously free. Broadly speaking, the Act introduced a better system of secular education, but it offended the susceptibilities of Nonconformists and was responsible for the appearance of the Passive Resisters, a body whose actions were never free from bathos and who were distinguished for that intolerance of which they themselves complained. Undoubtedly it was the opposition to the Education Act, fostered by denominational prejudices, that contributed to the defeat of the party now in opposition, and although the agitation may have been inspired by unworthy motives, no one will regret the action of the present Government in seeking to amend the Education Acts of 1902-3 if it results in putting an end to the wordy warfare which has been waged in the name of religious freedom during the last four years. Without a knowledge of the text of the Bill just introduced by Mr. A. BURNELL, the President of the Board of Education, it is difficult to estimate its value, but the outline of the objects—establishment of public control of schools, the establishment of undenominational teaching, and the abolition of religious tests for teachers—leads us to hope that, provided due consideration is extended to those who have at considerable personal outlay built and supported schools for the education of their children in the way that they desired, the amendment will introduce a happier era for England. No one, unless he is blinded by denominational jealousy will insist that religionists, however broad-minded they may consider themselves, are the proper parties to have control of the education of the young. It is a question for the State. On the efficiency of its citizens in all departments depends its existence and position among the nations of the world, and this can only be secured by a system of education, free from haphazard methods and thoroughly efficient. Therefore it is eminently satisfactory to read that it is proposed to put all schools under public control. The establishment of undenominational teaching is a necessary corollary, and while it will be displeasing to those who are above all else sectarians, it will be welcomed as an act of common fairness which may lead to a better understanding all round. The same applies to the abolition of religious tests for teachers, which were quite unnecessary, and though the Bill just introduced is certain to undergo considerable change before it passes both Houses of Parliament, it is to be hoped that it will make unnecessary any future tinkering with the substantial structure of education laid in 1902 and 1903.

Those "Jon's comforters" who say "I told you so" are deservedly unpopular; but in referring to the recently decided partnership case at the Hongkong Supreme Court we hope to be absolved from all such pettiness if we venture to hint the case as one tending to confirm the impression we have so often tried to strengthen, that no matter how difficult the side-issues may be, this community should take a firmer stand with regard to the registration of Chinese partnerships. The salutary lesson taught by His Honour Sir FRANCIS PRIGORR

may even make our Chinese friends and commercial contemporaries incline a more friendly ear to the proposal: at least we hope so. Assuming that the JUDGE made no mistake in declaring that the eight witnesses who swore to the partnership—all men of eminence in native business circles—were guilty of "flagrant conspiracy" and "the most corrupt perjury," there is another feature of the case which has to be viewed with satisfaction. It is notorious that the Chinaman has very little respect for the foreign oath, and, if memory may be relied on, it is not so long since a Judge complained that it was impossible to get the truth out of Chinese witnesses. The value of an oath, as some foreigners still see it, may never appeal to Chinese witnesses, but this recent example of wholesome severity should have its effect in helping such witnesses to remember the possible consequences of false testimony. It is evident that Sir FRANCIS PRIGORR has in his short term of office been made to realise this difficulty attending the administration of justice in this Colony; and in the unusual step he took to guard against trickery—that of demanding statements of fact to be prepared and sealed in advance of the hearing—there was a reflection of the judgment of SOLOMON. Human nature should count for as much as hoary precedents, and the most successful judges are they who study man as well as law. The expedition of His Honour on this occasion may appear too obvious and simple for extravagant commendation; but there is no doubt it is an innovation which will strongly impress the Chinese intellect. Old men who may have been wont to laugh at the easy credulity of foreign judges will tell their sons with gusto how "one at least was too wise to be so easily deceived." It will become a tradition. That is one virtue or idiosyncrasy of the Chinese law; he can appreciate the superior artfulness that exposes him. Servants who protest, mendaciously but with touching fervour, have often been known to show amendment when detection could no longer be staved off. To return to the material issue, there will always be attempts at deception, even with registration; but registration would place us in a better position to deal with them.

Yesterday's record, two cases, brings the plague total to 128 cases.

The English Mail of the 10th March, was delivered in London on the 7th inst.

Mr. Sin Tak-fan at Mr. Lammert's sale rooms yesterday secured the properties known as Nos 349, 351, and 353, Des Vœux Road, the respective prices being \$8,601, \$2,300, and \$2,100.

Information reached Hongkong yesterday that the steamer *M. Struck*, for which Messrs. Siemens and Co. are the local agents, which struck on a rock near Ocksen Island, between Amoy and Foochow, has become a total wreck.

The concert which Mr. George Grimbly had proposed to give at the City Hall on Tuesday next, the 17th inst., has been postponed, in view of a concert having been previously arranged for the same week under the auspices of the Y.M.C.A.

The Hongkong Volunteer Rifle Association has a shooting meeting at Easter, the competition to be for four silver cups presented by Mr. J. Orange and Mr. Turner for the four highest aggregate scores at 200 and 500 yards during the four days shooting.

The German steamer *Dezina*, wrecked off Hainan Island, was yesterday afternoon offered for sale by Mr. G. P. Lammert, auctioneer, at the sale rooms, Daddell Street, and was knocked down to Mr. Sui Hing for \$225, who also purchased the 1,000 tons of coal in her for \$25.

A meeting of a large and influential section of the Chinese community of Singapore was held at the Tung Chi Yuen (Chinese Hospital) on March 31st and a resolution was unanimously adopted to form a Chinese Chamber of Commerce in Singapore with the object of affording its members the benefits of such an institution.

The fund for a new organ for St. Peter's Church, West Point, is being augmented, but very slowly, and it is hoped that the concert to-morrow (Good Friday) may bring the choir nearer to the object of their hopes. Assisted by friends, they are giving one of Farmer's cantatas, "Christ and His Soldiers," at 7.30 p.m.

The Exhibition of Arts and Crafts to be held in the City Hall at the end of October next will be under the patronage of His Excellency the Governor, who will open the Exhibition. The Committee has been at work for some time past drawing up rules and making preliminary arrangements. At present the Committee consists of Mrs. Brown, Mrs. Marchant, Mrs. Bailey, Mrs. Trinchard Davis, Miss Bowley, Mr. C. Gale, Mr. Raim, Mr. Bird, Mr. Sayle and Captain Marchant as honorary secretary and treasurer. All the arrangements made with rules for exhibitors, will be widely circulated by the Committee, whose whole object will be to make the Exhibition worthy of the Colony.

A row of Chinese shops and a theatre were burned out at Shanghai on April 4th. It was one of the most destructive fires experienced for some time.

The British Government has assured a deputation that it would grant old-age pensions if it had the money, but, said Mr. Asquith, there was no available fund at present, and he saw no prospect of one.

Mr. J. Keir-Hardie, the leader of the Independent Parliamentary Labour Party, has obtained the adhesion of the bulk of the Labourites, many Nationalists, and others to an arrangement by which they agree to abstain from alcoholic drinks while the House of Commons is sitting.

The Chinese Minister to France reports that four of the Chinese students now studying in Paris are writing revolutionary articles for the French newspapers, and he asks that the provinces supporting them be instructed to discontinue the supply; the men are Cantonese.

There is a report that Sir Claude MacDonald will retire from Tokyo, in September and be succeeded by Lord Redesdale, who, as Mr. A. B. Mitford, was an attaché at Tokyo before the Restoration. Lord Redesdale's "Tales of Old Japan" form a classic among foreign literature about Japan.

The Emperor Dowager and the Emperor have given personal instructions to the Grand Council that in future any telegrams or memorials from the provinces in connection with anti-Christian troubles must be submitted to them at once without any delay. It has evidently been the custom to hold them back.

It is stated that H.E. Sheng Kung-pao has proposed a scheme to the Chinese Throne in which it is suggested that a large loan, or several loans from foreign countries, be made, and the proceeds be devoted entirely to the redemption of railways now under control, or pledged to foreigners. The proposal, we understand, has been turned over to H.E. Tang Shao-yi, Vice-President of the Waiwupa, for decision.

It is stated in Shanghai mandarin circles that a large Naval Academy is to be established soon at Woosung, as a training school for cadets of the combined Peking and Nanyang squadrons. As to the organisation of a sea-going fleet composed of battleships and armoured cruisers, commensurate in number to the dignity of the Empire, the question has had to be deferred for the time being owing to the want of adequate funds.

The final match in the Soldiers' Club football shield will be played on the Hongkong Football Club's ground at Happy Valley this afternoon, the competitors being the Royal Engineers and the West Kents. Mann, Howwood, Beardmore, Hamblin, Kinnear, J. Amplett, Turner, Ogil, Hestley, G. Amplett and Davies will play for the Engineers, while the Kents' team will be composed of Walling, Thompson, Adams, Light, Edwards, Mashett, Trevena, Byford, Ogil, Terry, and Jones.

A public library, known as the *Tokoku Zushichiro*, has been opened in Tokyo. This library was first designed to serve as a memorial of Japan's victories in the war with China, remarks the *Japan Mail*, but its construction has proceeded so slowly that it is only today that it can be opened and even now it is by no means complete. The main building is four stories high and the building set apart for the storing of books nine stories high. The cost of the structure is stated to be 320,000 yen. The *Nippon* says the Library will now serve as a memorial of two great wars. Compared with the magnificent libraries of the West, it seems to the *Nippon* very insignificant, but Japan is only just beginning to feel the value of such institutions as public libraries.

By kind permission of Lt.-Col. Aitken and Officers the Band of the 119th Infantry will play the following programme of music, at the King Edward Hotel during dinner, on Thursday, the 12th April, 1906 (weather permitting):—

March "Nuptials" Warneford
Overture "Stradella" Plotow
Waltz "Loyalty" Wheeler
Selection "East Up-to-Date" Lutz
Song "The Last Waltz" Pinault
New Dance "The Choralists" Scott

DINNER MENU.—Hors d'Œuvres.—Caviare on Toast. Soups.—Chowder and Beef Tea. Fish.—Boiled and Egg Sauce. Entrees.—Rolled Chicken and Piquante Sauce, Lamb Chop Outlets and Mashed Potatoes. Paste-doré-garnish on Apple. Curry.—Forced Lettuce, Roast Leg of Veal, Roast Turkey and Ham. Cold Meat.—Cold Beef, Wild Duck, Salad.—Beetroot, Vegetables.—Boiled Potatoes, Mashed Potatoes, Green Peas, Cabbage, Boiled Rice. Entrées.—Plum Pudding, Coffee Ice Cream and Finger Cakes. Jam Tart, Fruit, Cheese, Tea, Coffee, Preserved Ginger.

The Swallow correspondent of the *N.-C. Daily News* says:—Visitors to the port, and especially seafarers, will hear with regret of the death of the genial pilot, Captain O'Sullivan. An Irishman in every word and action, "Faugh a ballagh" was his watchword, and perhaps had something to do with his death. He, and the other pilot, had been staying out at the Cape of Good Hope light, waiting for steamers. On the 15th, in bitter weather and a heavy sea, he started for home to keep his birthday on shore. When his boat had covered part of the way she was capsized. The other pilot at once set out to his help, and lost some time owing to the unwillingness of his crew to face the sea that was running. When they got to the spot they found that the Captain and two of his men had disappeared. The body has been recovered two weeks after the disaster. We shall miss him at Double Island this summer; though and bluff as a sailor, Nationalist of the greenest as befitted a relative of T. D. Sullivan, but a gentleman, and a kind neighbour.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ACTIVITY OF MOUNT
VESUVIUS.

APPALLING LOSS OF LIFE.

LONDON, April 11th.

The eruption of Mount Vesuvius has occasioned 200 deaths.

The market at Naples has collapsed through the weight of Vesuvius ashes, 150 people being buried in the ruins.

EDUCATION IN GREAT
BRITAIN.MINISTERIAL BILL SHOULD PLEASE
PASSIVE RESISTERS.

LONDON, April 10th.

The Education Bill introduced by Mr. Augustine Birrell, President of the Board of Education, provides for public control of all schools, strictly undenominational teaching, and for the abolition of religious tests of teachers.

VESUVIUS VIOLENT AGAIN.

ITALIAN MONARCHS IN PERIL.

LONDON, April 10th.

After a temporary abatement, Vesuvius is again in violent eruption. Fresh outpourings of lava are threatening wholesale destruction.

The King and Queen of Italy, following their sympathetic custom, have been visiting the people in the devastated districts. They narrowly escaped injury by descending scoriae.

THE STRANDING OF H.M.S.
"DONEGAL."

VERDICT OF NAVAL COURT.

LONDON, April 10th.

The captain and three lieutenants of H.M.S. *Donegal* have been found guilty of negligence in connection with the stranding of that armoured cruiser.

Lieut. Jones was dismissed, the others reprimanded.

[REUTERS' SERVICE.]

THE ERUPTION OF VESUVIUS.

LONDON, April 9th.

Vesuvius is a sublime spectacle. Naples is several inches deep in ashes. Several shocks of earthquakes have occurred. Several people have been killed by the collapse of houses at San Giuseppe and San Giovanni. Streams of lava twenty feet high and six hundred feet wide have submerged Bottegare and are invading Torre Annunziata, flowing at the rate of half a mile an hour; another seven foot stream is traversing and collapsing buildings at Ottajana, where twelve inches of ashes have fallen. The Duke D'Aosta has assumed command of the troops for maintaining order. All steamers have been put in readiness for emergencies, and an Italian squadron has been ordered to Naples, to be at the disposal of the Duke. Two warships are removing the inhabitants from Torre del Neco.

(N.-C. Daily News Service.)

A CONCESSION TO RUSSIA.

Peking, April 4th.

The Waiwupa has, after consultation with Viceroy Yuan Shih-kai, consented to Russia's connecting her telegraph lines with the Chinese lines at Kashiul (?), a concession which Russia has been demanding for some time past.

DECORATING THE PRINCELY
VISITOR.

Tokyo, April 4th.

The Grand Cordon of the Chrysanthemum has been conferred on the Prince of Udine.

STRIKE IN A NEWSPAPER OFFICE.

Tokyo, April 4th.

The workmen on the *Japan Advertiser* have gone on strike.

THE RUSSO-CHINESE
NEGOTIATIONS.

Peking, April 5th.

In consequence of the pressure by China, the Russo-Chinese negotiations were resumed a few days since.

A NECESSARY DEMAND.

Peking, April 5th.

The French Minister has requested the Waiwupa to prohibit the taking of photographs of the late Augustate Chiang of Nanchang and the insertion of such in the papers.

(Strait Times Service.)

SINGAPORE TELEGRAMS.

London, April 2nd.

It transpires that the Colonial Office people by telegram stopped the expedition against the Mambilla of Benue, in Nigeria, pending the receipt of fuller information.

The expedition was ultimately permitted to proceed, but the outbreak in Sokoto in February necessitated its recall. Sir E. Grey, Sir H. Fowler, and Messrs. Morley, Haldane, and Asquith were about during the discussion on Mr. Hudson's Bill, but the other Cabinet Ministers were present and voted in favour of the Bill.

A court-martial has acquitted the Captain of the French cruiser *Sully*, which was lost off Indo-China on the 7th of February, 1895 (P 19 5).

A telegram from Teheran has been published in St. Petersburg, to the effect that a crowd of excited Persian fanatics has demolished the plague hospital at Seistan.

They beat the British Consul and Doctor with sticks.

The Prince of Wales has presented colours to the Irishkilling Fusiliers at Cairo.

At a by-election at Leighton, the Liberal candidate, Thomas, defeated the Unionist candidate, Sir J. F. L. R. Weston, by 7,060 to 7,208 votes.

The rescued miners at Courrières subsisted also on decomposing horse-droppings and had no sleep for three weeks. They are now suffering from ptomaine poisoning.

The resignation of the Governor-General of Finland has not been accepted by the Czar.

The correspondent of the *Daily Telegraph* at Cairo states that the withdrawal of the Turkish from the disputed territory near Akabah has begun.

The Morocco Conference has decided that Spaniards shall control the police at Tetuan and Lascas.

The French will control the police at Mogador, Safi, Mazagan and Rabat.

A mixed Franco-Spanish control over the police at Casablanca has been arranged for.

The news of this settlement was received with feelings of relief.

Britain thought that the German object was to secure one or more ports in Morocco as a gain a footing on the Mediterranean Sea. That plan has been thwarted.

Yet France's diplomatic triumph has been marred by her acceptance of the principle of internationalisation in Morocco affairs.

On the other hand, the strength of the Anglo-French "entente" has been thoroughly tested. Russia's staunchness as France's ally strengthens the hope of an Anglo-Russian "entente."

HONGKONG GYMKHANA CLUB.

One Mile and a quarter flat race—Handicap.

PONES. WEIGHTS.

NAME	WT.	LB.
Zapater	11	4
Emerald	11	2
Pathan	10	11
Preston	10	10
Maori King	10	8
Zanibar	10	6
Donnybrook	10	5
Rosecommon	10	4
Red Herring	10	2
Highland Whisky	9	13
Forward	9	10
Blue Nile	9	10

(Sgt.) H. P. White,

H.P.E. Parker,

Handicappers.

BRITISH STEAMSHIPS AND
FOREIGN FREIGHTS.

At the 46th annual meeting of the Association

of Chambers of Commerce, Mr. Goodman

(Birmingham) moved, "That this association

is of opinion that the preferential treatment

accorded by British steamship companies to

foreign freight—particularly in connection with

shipments to South Africa, Australia, and New

Zealand—is injurious to the commercial

interests of the United Kingdom; and that the

President of the Board of Trade be asked to

receive a deputation on the subject to urge upon

him the necessity for some steps being taken

to secure equality of treatment for British ship-

pers." He said the White Star Line, which

formed part of an American combine, but which

was nevertheless under British management,

conveyed merchandise from New York to

Sydney with trans-shipment at Liverpool, at

rates varying from 15s. to 20s. per ton, while by

the same steamer British goods shipped at

Liverpool were charged at rates varying from

3s. to 4s. 6d. per ton. This gave a con-

siderable preference to American goods and inflicted

injury on British trade.

Mr. Crope (Wolverhampton) seconded the

motion, which was adopted.

THE AMERICAN BOYCOTT IN CHINA.

Beyond doubt, Secretary Root has received

alarming reports from our Consuls in China, of

a sort to make him and the President anxious

about the situation in that country, says the

Nation of New York. . . . The attitude of

the American Government, in brief, is one of

distrust and contempt, and smacks of the same

spirit which makes the average American look

upon every Chinaman as an uneducated and

unrefined landlubber, to be kicked or stoned

if the policeman's back is turned. To menace

China is the wrong way to go about it. To

alloy the intense bitterness with which

Americans are regarded in China, Congress

must do justice to the Chinese nation; it

must adopt a treaty dealing with her sub-

jects as with those of any other nation. She

wants the assurance that her travellers will not

be maltreated at American doors; that the

whole Chinese population of a city like Boston

shall not again be arrested in a body, and

shamelessly imprisoned under conditions resem-

bling those of the Black Hole of Calcutta; that

her subjects shall not be excluded when

emigrants from Bohemia and Hungary and

Russia are freely admitted. Failing these

healing measures, there will not for years be

cordial relations between the two countries.

And if American troops are again landed in

China they will be opposed with a hatred more

CANTON.

[FROM OUR CORRESPONDENT.]

April 9th.

GAOL IMPROVEMENTS.

The Nam Hoi Magistrate some time ago received instruction from the Viceroy to repair and improve the sanitary conditions of the Nam Hoi prisons, which were deemed to be in a very insanitary condition. All the openings used to face the south; this has now been altered to west. Ten spacious wards have been built and extra buildings to accommodate the guards and their families have also been erected. In the plans, two hospital wards, two kitchens, and 15 cells are provided for. The gaol-keepers think, however, that there are too many openings in the new buildings and that prisoners stand a better chance to escape owing to the numerous openings provided for better ventilation. These gaols were notoriously unhealthy.

"MUSHROOM" MISSIONS.

The Viceroy has issued the following proclamation for the protection of missionaries, churches, etc.:

"Churches have become very numerous of late, springing up like mushrooms all over the Kwangtung Province, and very frequently both the civil and military officials are not aware of their existence in the locality under their jurisdiction and are consequently unable to extend their protection in times of emergency, resulting in international disputes. The Tipis of the various districts are hereby instructed to report to the authorities the following particulars, viz: Number of missionaries, number of converts, and nationality of the mission societies that own the churches and buildings. The local authorities shall report same at once, so that stringent measures may be taken for their protection."

TERRIBLE DROWNING ACCIDENT.

On the 5th inst. a passenger boat towed by a steam launch was leaving here for Chung Yuen. As the following day was the Ching Ming festival, the boat was full with passengers. When she was passing the neighbourhood of Si Nam, in the San Sai district, the rope by which she was towed broke. Owing to this she capsized. It is reported that only three men were saved out of more than 400.

A SHAM TRIAL.

Yuan Shu-fan, Thotai, who was Thotai in Shanghai some time ago and was implicated in the recent riot at Shanghai, has been deluged by Viceroy Chan Fook to proceed to Canton to investigate the recent dispute between the Viceroy and the people. Viceroy Shun is sending a deputation to Hongkong to receive him, and making elaborate preparations for his entertainment in Canton. It is probably that he and his guest will succeed in finding some petty officials to act as scapegoats.

PHILIPPINE COMPANY, LTD.

An extraordinary general meeting of the shareholders of the Philippine Company, Ltd., was held at the office of the National Bank of China yesterday afternoon. Mr. J. F. Wright, secretary of the Company, presided, the others present being—Messrs. J. C. Moxon, E. H. Pak-lung, J. E. Joseph, Chan Kip-pan, and Leong Kung-lung.

The CHAIRMAN proposed the following resolution:—That the firm of Messrs. E. S. Kadoorie & Co. be appointed General Managers of the Company in the place of Messrs. Benjamin, Kelly and Potts, and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. Kadoorie & Co." for the words "Benjamin, Kelly and Potts."

Mr. MOXON seconded, and the resolution was carried.

The CHAIRMAN—Thank you for your attendance, gentlemen. That is all the business.

ROYAL HONGKONG YACHT CLUB.

LADIES' RACE.

This race took place on April 7th. Unfortunately the wind was very fluky, blowing fairly strongly from the S.E. at the start, then veering to East, and finally almost dropping to a flat calm. The course was round Channel Rocks and back. *Dione*, *Colleen*, *Vernon* and *Kathleen* all got off in excellent style, but the remainder were very struggling. *Dione* and *Vernon* with their big jibs set soon began to get away, with *Colleen* well up. At Kowloon Point the wind went to the East, and *Kathleen*, well sailed, came up very rapidly, but could not quite catch *Colleen* before rounding the Rocks. The order was, *Dione*, *Vernon*, *Colleen* and *Kathleen* with only a yard or two between each boat. On the run home, the wind got very fluky, all being becalmed in turn. *Mia* then suddenly appeared on the scene with a slashing breeze behind her, but soon ran into a calm. In the meanwhile, *Colleen* got a slant of wind, which missed *Kathleen*, and she romped away, winning the first prize with plenty to spare, *Vernon* winning the second. The prizes were presented on board the *Solent*.

Times—Corrected—
(Mrs. Hastings) *Vernon*, 3 42 10 3 42 00 (2)
(Mrs. Pollock) *Colleen*, 3 42 35 3 43 05 (1)
(Miss S. Hooper) *Dione*, 3 43 05 3 43 05 (3)
(Mrs. Watkins) *Kathleen*, 3 47 10 3 47 01 (4)
(Mrs. Kaye) *Glorie*, 3 50 13 3 54 13 (5)
(Miss Elvira) *Payne*, 4 10 27 3 52 57 (6)
(Mrs. Duncan) *Doreen*, 4 05 53 3 58 53 (7)
(Mrs. Kent) *Mia*, did not finish.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 11th at 12.05 p.m.—The barometer has risen at all stations, particularly over S. Japan.
The high pressure area lies now between the E. coast of China and W. Japan. The lowest pressure is over N.E. Japan.
Strong but decreasing N.E. winds are indicated in the Formosa Channel, and the N. part of the China Sea.
Forecast:—Fresh E. winds; showery.

POLICE COURT.

Wednesday, April 11th.

Before Mr. P. A. HAZLELAND (First Police Magistrate).

A DISPUTED BRT.

Four natives were charged with fighting at Junk Bay.
The evidence showed that the quarrel occurred on the site of the new flour mills, and was occasioned by a dispute over a gambling bet. So serious were the parties to the conflict that before they were separated three men were disabled and had to be moved to hospital.
His Worship ordered each defendant to pay a fine of \$3.

QAMLEERS.

Sergeant Aris placed fourteen natives before his Worship on a charge of playing paikau at No. 348, Queen's Road West.

The defendants were found guilty, and each was ordered to pay a fine of \$3. His Worship was not satisfied that the evidence adduced proved one of the defendants to be the keeper, so let him off with the \$3 fine.

A CANTON ROGUE.

A native was charged with the larceny of a quilt, a handbag and some medicine from the cabin of a Chinese doctor on board the *an Kwong*.

The evidence showed that the doctor, who was en route to Macao, went for a stroll along the Praya in the early morning. When returning to the ship he saw the defendant leaving it with a bag so resembling his that he stopped him and examined it. It turned out to be his property and he caused the defendant to be arrested.

His Worship recorded a conviction and sentenced the defendant to three weeks' imprisonment with hard labour and four hours' stocks.

LARCENY.

A native was charged with the larceny of clothing and money to the value of \$32 from No. 3, Morrison Street.
Sergeant Sim said the defendant effected an entrance to the house by climbing up a down pipe. Witness arrested him as he was about to enter a pawn shop, when the defendant explained that he was going in to exchange his market earnings.

His Worship sentenced him to six weeks' imprisonment with hard labour, four hours' stocks, and recommended him for banishment on the expiration of his sentence.

A NEW PREVENTIVE FOR SEA-SICKNESS.

One of the most unwelcome accompaniments of a sea voyage is *mal de mer*. Many travellers are so subject to it that they are compelled to avoid travelling by water. Of the numerous medical remedies prescribed for sea-sickness not one has shown itself trustworthy. The attempt to meet the rolling of the vessel by suspending tables and chairs in universal joints has also been of very limited success, and this innovation has now come into regular use on passenger steamers. In the same way the introduction of the so-called "Schiffskrankheit," an arrangement something like a large humming-top, which, built into the body of the vessel and kept in a constant rapid rotary motion, was intended to ensure the stability of the ship, has proved of equally little practical value, even when the technical difficulties of its construction are left out of consideration.

As, however, the irregular motion of the ship is the direct cause of sea-sickness, it is clear that the most direct and radical plan of campaign against the malady is to remove its origin by means of some arrangement which intervenes between the motion and its victim, the passenger. It is this principle that the two directors of the "Santitas" electrical works of Berlin have observed in the construction of their new spring chair, which has lately been introduced on board the mail steamer *Patricia* of the Hamburg-America Line, and the Channel-Steamer *Peregine*, with the best results. The essentials of a comfortable and extremely simple, consisting of a comfortable chair, the seat of which is kept in a constant rapid rotary motion by means of an electric motor. The necessary current can be supplied by the electric lighting plant to be found on every steamer. The vibration of the chair prevents the rolling and plunging of the vessel from affecting the passenger, the long downward motion of the ship being counteracted by the rapidly succeeding upward vibrations of the chair seat.

The success attained by the installation of this apparatus on board the *Peregine* and on the *Patricia* during her last crossing from Hamburg to New York was surprising. As soon as the passengers began to feel symptoms of approaching sea-sickness they had only to seat themselves on one of the vibratory chairs and felt themselves at once, or at most after only a very short interval, entirely free from all uneasiness, most of them remaining so during the rest of the voyage even after having left the chair. Some, less fortunate, were revisited by a return of the illness an hour or two after quitting their seats, but had only to resume the position for it to disappear again, till at last it remained entirely absent. Others, again, the number of whom was still smaller, for the most part highly strung and susceptible natures, felt the symptoms return the moment they left their seats, and those remained for hours in occupation of their chairs, during which time absolute immunity was guaranteed, sometimes for ten hours together. In the worst of these cases the immunity from sea-sickness was absolute and the discomforts from the vibration of the chair seats not, as passengers agreeing that the chairs were as comfortable and agreeable seats as could be wished, so comfortable indeed that they even took their meals there. In no single case has a passenger vomited while seated in the chair.

We have then, in this invention, a medium calculated to prevent with certainty the outbreak of sea-sickness even for those travellers who are most subject to it, and seems probable that from this time forth the vibratory chair will form a necessary part of the complete equipment of every passenger steamer.

It must be remembered, however, that the new apparatus is no more than a preventive against sea-sickness, and that it must be at once resorted to on the appearance of the first symptom of the illness, if it is to achieve the desired effect. Bad cases which have already lasted for many hours or days, and have acquired all the various complications which belong to the malady during that time, do not belong to the category which these chairs are designed to serve, although even in such extreme instances there have several times brought relief. Where the apparatus is sensibly used such cases will for the future not arise, and we are therefore justified in asserting that this has enabled us to bid defiance to sea-sickness.—*German Export Review*.

PARIS.

[FROM OUR CORRESPONDENT.]

March 2nd.

MONTMARTRE.

Though Montmartre—the cradle of literary Paris, of the unknown youth, with talent, often genius, who pour out the passion that burns in verse or song, in a smoke-filled room, to an audience of Bohemian students and artists awaiting their hour of recognition—has lost much of its former splendour, it is far from dead, as is supposed. In the eyes of Parisians, Montmartre will never die, for it is immortal. That quaint part of the capital is still though in a smaller measure the favourite rendezvous of pleasure-seekers eager for new sensations, who climb the hill to shudder and shriek at uncanny exhibitions. To describe the so-called "sights" as a fraud, and to affirm that Montmartre is dead are incorrect; these visitors who come to that rash conclusion only reveal their total ignorance of the manners and customs of Parisians. True, the "sights" are not what they were some years ago, but sights, queer ones, are always to be seen. The sights—it is needless to enumerate them—at one time patronised by the leaders of Society are obsolete in a sense, and are now only sprung as a mild surprise on the guileless provincial and the unsophisticated foreigner. There are still to be met with men in threadbare coats and broken boots, a thick scarf hiding the absence of shirt and collar, who in time may become the authors whom everybody wishes to entertain, and whose works managers and publishers intrigue to secure. Is it to be wondered at that intellectual and fashionable Paris has always gone out of its way to come in touch with Montmartre, which is the capital of Paris, as Paris is the capital of France.

"THE DUKES OF LANGASTER."

Though King Edward has been chosen to travel to France *incognito* as the "Duke of Lancaster," Parisians have prepared a most enthusiastic welcome for *Le Roi Edouard* when he arrives to-morrow. The object of His Majesty's stay in the French capital is purely political; however short his stay in Paris will be, sufficient business will have been transacted by the distinguished visitor during that time. The grand dinner which Sir Francis Bertie, the British Ambassador in Paris, will give in His Majesty's honour will also be full of importance, as the world will have occasion to learn before long King Edward will be the guest of Sir Francis, and so, stay at the Embassy. Owing to the Court being in mourning the King has decided to travel to Biarritz quite privately, so that there will be no guards of honour either at Cherbourg or Paris. Mr. Fallières and other distinguished persons will be received by him as personal friends and not in an official capacity. Ex-President Loubet is certain to call at the Embassy, for the strongest feelings of personal friendship exist between him and His Majesty. From Paris, King Edward goes to Biarritz, where he will stay a month at the Hotel du Palais; during that time he will receive King Alfonso. On leaving France, he will go for a yachting cruise in the Mediterranean, when he will meet his nephew, the Kaiser. The interview which their Majesties will have at sea will be full of consequences, and the political world will be sanguine of its success. The tour of the Royal English diplomatist has been undertaken for the special purpose of restoring friendship and maintaining universal peace.

PHTHISIS.

According to Dr. Brouardel, phtisis claims 150,000 victims annually in France. This figure should be reduced by one-half according to another expert of standing known as "Dr. Or." It appears that for rural France, with its 25 millions of people, there are virtually no statistics, and Dr. Brouardel obtained them by applying to the peasantry and small country towns the minimum urban rate. This, "Dr. Or," as he designates himself, easily shows to be too high, since phtisis declines in more than proportion to the decreased density of population, besides which Dr. Brouardel made no allowance for the large percentage of cases of chronic bronchitis. On these grounds, "Dr. Or" places the annual mortality from phtisis at not more than 80,000. Quite enough too.

DE MUSSET'S MEMORY.

Most conspicuous among those present at the unveiling of the monument to De Musset in Paris was Mlle. Adèle Colin, who is a nonagenarian, and who was the poet's governess and nurse. She not only brought up her dear and distinguished Alfred, but she also closed his eyes when dead. Poor Adèle—who made a very interesting figure at the imposing ceremony—now almost lives on the memories of her late "baby." Weak as she is, she is reported to be writing her "Recollections" of the poet, which are awaited with marked interest by his numerous friends and admirers all over the world. The "Recollections" are to be made all the more fascinating by being illustrated by some of the late poet's hitherto unpublished drawings; among these will be a pen and ink portrait of George Sand, executed in the presence of Mlle. Adèle Colin—so authentic.

SAVINGS.

It speaks volumes for the confidence of the public in the soundness of the National Savings Banks in France that at the close of 1904—the latest statistics published—the total amount of money deposited was £47,393,920—the highest figure reached since the foundation of the institution. It is only too apparent that the French instinct for saving is in no danger of being eradicated. According to the annual report of the National Savings Banks in France, which has just been issued for 1904, the forward movement, which met with a temporary check in 1902-03, resumed its normal course in the following year. If in 1903 the withdrawals exceeded the deposits by nearly £240,000, the contrary was the case in 1904, when the deposits

showed a balance over withdrawals of £16,000,000. The number of deposit books issued were 4,345,445, being an increase of 201,553 as compared with 1903. The savings are used by the Government to pay its debts—so that whenever there is a sudden call on the part of depositors, it is not a little embarrassing the Government, which owes millions of francs as it is to the nation.

AEROSTATICS.

The problem of flight is one which has been engaging the serious attention of Mr. Santos Dumont for some time past, and caused him to abandon the dirigible balloon question in order to give a greater amount of attention to the aeroplane. The new machine which he has just discovered consists of a framework of bamboo and steel, covered with silk, the total length of the structure being 50 feet. It is driven by a petrol motor geared to two propellers. In addition to this, the young Brazilian is also in the act of constructing a flying machine, in which the upward movement will be derived from horizontal propellers—driven by a 26 h. p. motor. The total weight of this machine when completed, and including M. Dumont, will be 167 kilograms. The propellers will give a lift of 180 kilograms. The inventor has not yet put either of his apparatuses to a practical test, though he hopes to do so soon.

A QUIET MARDI GRAS.

Mardi-Gras, or Shrove Tuesday, which is the children's carnival day, passed off very quietly. The day being cold and wet, parents deemed it prudent not to run any risks with their children by dressing them in light fancy costumes. Sickly children found compensation in pancakes and bonbons. The Boulevards in the evening were animated with elderly persons, who as usual indulged in confetti fights.

The fancy ball at the Opera was well attended, and dancing was kept up until the small hours of the morning, when the most religious dancers returned home, committed their costumes to the flames, and went to church to have a pinful of ashes or cinders placed on their forehead by the priest, as a sign of repentance, and in observance of Lent, hence the name *Mardi-Gras*, or Ash Wednesday.

INTERESTING CENTENARY.

France intends to commemorate the centenary of steam navigation next year (1907) in a most appropriate manner, by holding an international exhibition which will embrace everything relating to the sea as the great highway of war and commerce. A lottery with £16,000 in shares is being organised to cover the cost. The interesting exhibition will be held at Bordeaux, and promises to be a remarkable success.

A DIPLOMATIC CONSUL.

The Magistrate of the Changsha district in Fukien has received a communication from the British Consul in Foochow in which he states as follows: I hear that in your district a lawsuit is going on regarding some land dispute between some Roman Catholic converts and a Protestant convert named Te Ah Tse. I would observe that all converts are equally subjects of China, and whatever litigations they may enter into, excepting those which concern their religious beliefs, the officials should adjudge them on the principle of equity and justice. This power belongs to the Chinese officials, and not only missionaries may not interfere, but even Consuls cannot exceed their duty by concerning themselves in such cases. I have always known that you should understand fully your right in such matters. I repeat, therefore, that you will adjudicate it in strict accordance with the principles of equity and fairness.

THE CHANGSHA CASE.

The struggle between Mr. Bennett and the Changsha native authorities, which has continued without cessation during the past eighteen months, has had a curious sort of settlement. Finding they could not drive Mr. Bennett from the precincts of their city by either force or threats, or illegal tactics, they have at last gained their desire by buying out their unwelcome visitor. They have paid over to Mr. Bennett a sum of about £25,000 to compensate him for his loss of prestige and business, and Mr. Bennett has signed an agreement promising not to return to Changsha for twenty years. Both parties consider they have scored, but really both have miserably failed. The Chinese officials, by treaty with an individual instead of a government, have not succeeded in proving their city closed to foreign commerce, while by signing such a contract and promising not to return to Changsha for twenty years Mr. Bennett has disappointed the British and other merchants who helped him to fight for a principle. As Mr. Bennett claimed to have been ruined over this affair, we can think of no other way of settling the matter, and we cannot feel pleased that he did so. Unfortunately his action does not alter the fact that Changsha is an open port.

RUBBER EXHIBITION.

Under authority of the Ceylon Government, and with the co-operation of the Royal Botanic Gardens at Peradeniya, a Rubber Exhibition is to be held from September 13th to 27th. The Director of the Gardens points out that this will be the first exhibition of its kind ever held, and should mark an epoch in the history of rubber. He writes: You are probably aware from seeing the market quotations and from reading the technical papers, that rubber is now being cultivated in Ceylon and the Federated Malay States, and though the exports as yet are inconsiderable, they are doubling annually and will, in about seven years time, probably reach ten or fifteen million pounds and increase rapidly after that. In fifteen years from now probably exceeding the exports of Brazil. Plantation rubber is cleaner and purer, and is at present selling at 70 to 100 s. lb. more than that from Para. It is important that manufacturers should as early as may be inform themselves as to plantation rubber from the East, the modes of preparation, the cost of production, possibilities, and disadvantages, for the future lies with it, and wild rubber will be driven off the market, excepting perhaps the to be come use and a remunerative price for a long while yet. The Exhibition will comprise anything and everything that has to do with rubber.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
" 4 CARTRIDGE " (25-15-0d.) \$60.00

LONG HING & CO.

No. 27, QUEEN'S ROAD.

LIGHT

PURE

PALATABLE

AMSTERDAM
**PASTEURIZED
EXPORT
PILSENER
BEER.**

For Case 4 Doz. Quarts ... \$16.50
" 6 " Pints ... 4.15
" 1 " ... 16.50
" 1 " ... 2.75

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135.

STRAITS CURRENCY CHANGE.

AMERICAN CRITICISM.

The *Manila Times* publishes a letter from Dr. Kammerer, an American currency expert, on dollar policy in the Straits Settlements. The letter is dated Singapore, 4th March, and is addressed to Governor Ede of the Philippines—
My two weeks' stay in the Straits Settlements is now nearly over and knowing the interest you have taken for some time in the Straits currency reform I take pleasure in giving you the following brief statement of the situation as I have found it:

As you know, the plan adopted by the Straits Government on the recommendation of the Sir David Barbour Commission was in all its essentials the Indian plan. The government did not declare in advance, as did the governments of India and Mexico, to what gold par it intended to raise the dollar, although it is now known that the popular idea was correct that it was the original intention to fix the gold at two shillings or thereabout if possible. The new Straits dollar, as you doubtless know, is the same weight and fineness as the Philippine "peso." This supply of new dollars coined being limited to recoinage, and the importation of Mexican and British dollars being prohibited, the money supply was absolutely fixed. As the demand for money increased, therefore, by reason of the normal increase of trade, and more particularly by reason of the heavy speculation in exchange which soon arose, the value of the dollar advanced.

The contemporaneous advance in silver made it evident to bankers and speculators that the Government would be compelled to fix the sterling par of the dollar considerably above the two shilling rate originally expected, in order to save the dollar from the melting pot. This certain advance in the value of the dollar naturally gave rise to a great amount of speculation for a rise in exchange. All classes of people began to deal in forward exchange, speculation on margins to a considerable extent displaced legitimate business, and one concern, the Netherlands Trading Society, undertook a definite and carefully planned scheme of exchange manipulation with the idea of cornering the exchange market, which, while not entirely successful, caused the most violent fluctuations in exchange during the last six months of 1905 and January, 1906, and is said to have yielded that institution a handsome profit. During the latter part of January, 1906, about Chinese New Year, the situation became so strained that the Government was forced to declare its rate, and to offer dollars for sovereigns in order to avoid a severe crisis.

On January 29th the Government declared its sterling par for the dollar to be two shillings and four pence, and offered to give dollars at that rate for sovereigns laid down in Singapore, or to temporarily, merely as an emergency measure, give dollars in Singapore for sterling telegraphic transfers, for the latter part of the year, less than two shillings, four pence and three-sixteenths, "the gold-import rate." This measure relieved the situation, for it provided a means of obtaining dollars on demand and thus did away with the possibility of a "corner in dollars."

The Government has so far only offered to give dollars for sovereigns as India did in the case of the rupee when she closed her mints to the free coinage of silver in 1903, and thus marked the possible upper limit to the appreciation of the dollar. It has not yet offered to give sovereigns for dollars, and the Governor informs me that it does not intend to do so until it has accumulated a substantial gold reserve by the counter process. Until the Government offers to give sovereigns for dollars the value of the dollar is liable to continue fluctuations between its value as a billion and the two shilling four pence, three-sixteenths rate—a range of possible fluctuation greater than that of Hongkong exchange during the entire year of 1905.

The public seem to be generally favourable to the Government's course in offering dollars for sovereigns at the two shilling four pence rate, but business has not yet adjusted itself to the new rate, and trade is at present very slack. The experience of the Straits Government with its new currency during the last two years is a very interesting one, and when compared with our contemporaneous experience in the Philippines with a different plan of currency reform is certainly most suggestive.

MISSIONARIES WANTING ARMS.

H.E. Sheng Yun, Viceroy of the Shen-Kan provinces, has informed the Waiwupu province, has been applied to by the French priests of Ninghsia, outside the Great Wall, for permission to purchase firearms for the purpose of arming their converts to defend themselves from a band of robbers. The Waiwupu instructed the Viceroy to refuse the permission asked for, as the missions are not permitted by law to carry arms. On the other hand, however, strict instructions have been sent to the Mongol chiefs and around Ninghsia to take extra care of all missions in their territory and by no means to allow converts and mission property to be molested, on pain of condign punishment at the hands of the Imperial Government. Evidently there are priests who do not share their Nanchang brethren's selfish resolve to fulfill the letter of the law. It was a wicked suggestion, this of arming native "converts" with the means to violate their new religion.

MARVELLOUS CURE OF SORE EYES.

Baby Treated at Two Hospitals Over a Year—Eyes Grew Worse—Doctor Said They Might Be Bad for Years.

ONE BOX OF CUTICURA MAKES COMPLETE CURE

"When my little girl was a few months old, her eyes began to get bad; thinking it was from her teeth, I lived in hopes of them getting better, but as they did not improve I decided to get medical advice. I took her to the Hospital several times, and subsequently to the Children's Hospital at—, to which institution I took her for twelve months. The doctors were most kind and attentive, and did all they could for her, but her eyes seemed to be growing worse. One doctor told me they might be bad for years; I was very miserable at such a prospect. I was one day stopped in the street by a Mrs. Todd who told me that Cuticura Ointment had cured her boy, and advised me to try it. I commenced using it that very night. The cure had been marvellous. The eyes soon commenced to get strong, and they are now as healthy as if there had never been anything the matter with them. The cure was completed with less than one box of Cuticura Ointment. You are at liberty to make what use you like of this letter, and I trust it may be the means of others being cured as my little girl has been.—Mrs. F. Phillips, Grafton St., Waverly, Sydney, N. S. W." Reference, Messrs. R. Towns & Co., Sydney.

SLEEP FOR BABIES.

And Rest for Tired, Fretted Mothers in Cuticura.

Instant relief and refreshing sleep for skin-tormented babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap, to cleanse, and gentle anointings with Cuticura Ointment, the great skin cure, and purest and sweetest of emollients, to heal.

Cuticura Soap, Ointment and Pills are sold throughout the world. Agents: London, 27, Chancery Lane; Paris, 8, Rue de la Paix; New York, 10, N. 4th St.; San Francisco, 10, N. 4th St.; Hong Kong, 27, Queen's Road Central. Send for "How to Cure Baby Troubles."

TYPEWRITERS CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDER-

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [19

S. I. N. T. I. N. G.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Bangkok, 21st September, 1905. 688

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGE.

LOADING 10 SHOTS in 2 SECONDS.

REMSEN & CO.

Hong Kong, 3rd October, 1905. 45

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Bollars.

Call Flag W.

J. W. KEW,

Manager,

Hotel Manilla, 3rd Floor,

Hongkong, 8th August, 1905. 621

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE GILDED SHOT in

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, at the office of the Daily Press, at the corner of Queen's Road Central, and not to the Manager's office, at the corner of Queen's Road East. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: PRESS, CODE: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 14th and 16th inst.

By Order, A. R. LOWE, Secretary, Hongkong, 12th April, 1906.

NOTICE.

A. S. WATSON & CO., LIMITED.

EASTER HOLIDAYS.

ON FRIDAY, 14th inst., and MONDAY, 16th inst., all Departments will be OPEN for BUSINESS from 10 a.m. to 1 p.m. only. A. S. WATSON & CO., Ltd., Alexandra Buildings, Hongkong, 12th April, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 17th April, 1906, at 2.30 p.m., at No. 12, AUSTIN AVENUE, Kowloon,

HOUSEHOLD FURNITURE, Particulars from Catalogue.

TERMS—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 12th April, 1906.

"SHIRE" LINE OF STEAMERS.

MARSEILLES, LONDON & ANTWERP.

THE Steamship "MERIONETHSHIRE" will be despatched for the above Ports on or about the 16th May.

For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 12th April, 1906.

BANK HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 8 of 1855 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 14th and 16th inst. Hongkong, 11th April, 1906.

NOTICE.

H. YERA'S PHOTOGRAPHIC STUDIO, has this day RE-OPENED at its FORMER PLACE, 2nd Floor of No. 14, BEAUFIELD ARCADE, Queen's Road Central, and he solicits the continuance of his Customers' Patronage. Hongkong, 10th April 1906.

OSAKA SHOSEN KAISHA.

THE Office of the Company has this Day been REMOVED to the Second floor of No. 1, QUEEN'S BUILDING, facing Harbour (lately vacated by the Union Insurance Society of Canton, Ltd.). T. ARIMA, Manager, Hongkong, 9th April, 1906.



SANITARY BOARD.

NOTICE.

IN View of the Intimate Relationship which exists between HUMAN PLAGUE and RAT PLAGUE, HOUSEHOLDERS are invited to REPORT at once to the SECRETARY to the BOARD should they find their Premises infested with Rats.

Rat Traps and Bird Lime may be obtained from the SECRETARY FREE OF COST. G. A. WOODCOCK, Secretary, Sanitary Board, Hongkong, 22nd March, 1906.



SANITARY BOARD OFFICE.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of March and April.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the underside of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Yau-mai service Reservoir to the Northern boundary of Kowloon. G. A. WOODCOCK, Secretary, Hongkong, 22nd March, 1906.

INTIMATIONS.

IT IS TOLD BY THE TASTE.

BEST AUSTRALIAN STILTON CHEESE. Try it and you will have no other. 55 cents per pound.

H. RUTONJEE, No. 5, D'Aguilar Street, Hongkong, or No. 37, Elgin Road, Kowloon, Hongkong, 10th April, 1906.

NOW READY.

STOCKBROKER'S TELEGRAM CODE. (Second Edition.)

Extended and Improved. Price ... \$70.

WONG KISUM, Care of P.O. Box No. 111, Hongkong, 10th April, 1906.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the HONGKONG HORTICULTURAL SOCIETY will be held at the CITY HALL, TO-DAY (THURSDAY), the 12th April, at 5.30 p.m.

L. GIBBS, Hon. Secretary, Hongkong, 11th April 1906.

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the SEASON will be held at the HAPPY VALLEY, on SATURDAY, 14th inst., commencing at 4 p.m.

The charge of admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 & 4.

C. G. MACKIE, Hon. Secretary, Hongkong, 10th April, 1906.

NOTICE.

THE PARTNERSHIP of BENJAMIN KELLY & POTTS has this day expired by effluxion of time, and Messrs. S. S. BENJAMIN and G. H. POTTS have been appointed Liquidators in Shanghai and Mr. E. S. KADOORIE as Liquidator in Hongkong, and they are respectively empowered to receive all monies due to any of the parties owing to the firm of BENJAMIN, KELLY & POTTS.

The successors of the firm are Messrs. S. S. BENJAMIN and G. H. POTTS, in Shanghai, and Messrs. E. S. KADOORIE & Co. in Hongkong, who are prepared to carry on BROKERAGE Business as heretofore.

E. S. KADOORIE, Hongkong, 31st March, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods. Wm. FARLANE, Manager, Hongkong, 18th November, 1901.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY, 37, DES VŒUX ROAD CENTRAL, from the University of Pennsylvania, U.S.A. Hongkong, 4th September, 1905.

RUINANT PERE & FILS, REIMS, Established 1719.

CIAMPAINE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green) SAUVIGNON, LAUTS, VEGENK & CO. Sole Agents, Hongkong, 17th May, 1905.

DAVID CORSAIR & SON'S, MERCHANT NAVY, NAVY BOILER, LONG FLAX, RELIANCE CROWN, PARPAULING, ARNHOLD, KARBURG & CO. Sole Agent, Hongkong, 10th April 1906.

A. LING & CO., FURNITURE STORE, PLATED GLASS AND CROCKERY, WARE, &c., and POCHOW LAQUEERED WARE, 68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.50

TEMPORARY MINING REGULATIONS IN CHINA ... 0.50

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50

TRADE MARK REGULATIONS IN CHINA ... 0.25

FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.9

FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIEF (Cruise of H.M.S. Terrible) ... 1.00

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00

CALLED OUT, or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. T. H. Halcroft ... 2.00

POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 5

RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1904 ... 2.00

MAIL TABLES, for 1906 ... 0.20 & 0.30

PLAN OF VICTORIA ... 1.00

" " KOWLOON ... 0.75

" " PEAK ... 0.75

" " NEW TERRITORY ... 0.75

" " CANTON ... 0.50

SKETCH OF THE WEST RIVER ... 0.25

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY), the 12th April, 1906, commencing at 11 a.m., at his Sales Rooms, Daddell Street, A FASHIONABLE ASSORTMENT of

MILLINERY, SHOES AND DRESS MATERIALS, &c., &c.

TRIMMED AND UNTRIMMED FANCY STRAW HATS, TOCQUES, GLACE F.V.D. TAN, and PATENT LEATHER SHOES and BOOTS, WHITE and BROWN TENNIS SHOES, CASHMERE, DRESS MATERIAL, MERCERISED PRINTED SATEN, SERGES in Suit Lengths, &c., &c.

3 HAND SEWING MACHINES (New). Terms—As Customary. On View from Wednesday, the 11th April, 1906.

GEO. P. LAMMERT, Auctioneer, Hongkong, 9th April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zeland Street, TO-DAY (THURSDAY), the 12th April, 1906, at 11 a.m. and 2 p.m., A PRETTY ASSORTMENT of

JAPANESE CURIOS, And Lots of OLD POSTAGE STAMPS, also two Albums containing VALUABLE COLLECTIONS OF STAMPS.

TERMS—As usual. F. KIENE, Auctioneer, Hongkong, 7th April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zeland Street, On SATURDAY, the 14th April, 1906, at 2.30 p.m., ICE BOXES, WARDROBES, BED-STEADERS, SUITES OF FURNITURE, SIDEBOARDS, TABLES, BICYCLES, CLOCKS, GLASSWARE, &c., &c.

F. KIENE, Auctioneer, Hongkong, 11th April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Auction Rooms, No. 2, Zeland Street, On TUESDAY, the 17th April, 1906, at 11 a.m., A Quantity of TOWELS, OPERA GLASSES, CIGARETTES, CHAIRS, DRAPERY, &c., &c.

And One ELECTRIC CEILING FAN. F. KIENE, Auctioneer, Hongkong, 11th April, 1906.

INSURANCES.

CANADA ACCIDENT ASSURANCE CO. HEAD OFFICE, MONTREAL.

THIS COMPANY issues the most liberal and clearest policy ever offered in the East. Double benefits for Travel Accidents. Fever, Typhoid, and Smallpox Covered. Policies written HERE, in any currency.

HONGKONG OFFICE: 14, Des Vœux Road Central.

GRANT & LESLIE, General Agents, Hongkong & South China. Hongkong, 1st April, 1906.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,299.

I. AUTHORIZED CAPITAL ... £2,500,000

SUBSCRIBED CAPITAL ... 2,500,000

PAID-UP CAPITAL ... 687,500 0

II. FIRE FUNDS ... 3,001,288 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 30th June, 1905.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents, Hongkong, 21st April, 1897.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

HEAD OFFICE—LONDON.

Assets exceed ... £10,000,000.

Annual income exceeds ... £2,750,000.

THE following Classes of business are undertaken—

Life, Fire, Marine, Typhoon, Accident, Plate Glass, Fidelity Guarantees, including the guarantee of Receivers, Trustees and Administrators Bonds.

The Company is also prepared to undertake any of the following Offices, viz.—

Executor of Wills.

Trustee of Settlements.

Trustee for Charitable and other Institutions.

Trustee for Debenture Holders.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter, Hongkong, 7th April, 1906.

PUBLIC COMPANIES.

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on WEDNESDAY, the 18th April, 1906, at 4.30 o'clock p.m.

precisely, for presentation of the Report of the Directors and the Accounts to the 30th December, 1905, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 13th April, 1906, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Acting Secretary for registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, F. A. CUMMING, Acting Secretary, Shanghai, 24th March, 1906.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, QUEEN'S BUILDINGS, Hongkong, on SATURDAY, the 25th April, 1906, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of electing Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 18th to the 23rd April, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary, Hongkong, 3rd April, 1906.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 86 for Thirteen Shares numbered 162399 to 162511 inclusive, on which the sum of \$2.10 per Share has been paid-up, standing in the Register in the name of FREDERICK E. ELLIS, of Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, ALEXANDRA BUILDINGS, Des Vœux Road, Victoria, Hongkong, on or before 5th May, 1906, a NEW CERTIFICATE for the said Shares will be issued, and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 6th April, 1906.

TO LET.

TO BE LET.

NO. 4, LOWER MOSQUE TERRACE. Apply to—

NO. 3, LOWER MOSQUE TERRACE. Dated the 4th day of April, 1906.

TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.

1st and 2nd FLOOR No. 12, Queen's Road Central.

Kowloon Marine Lot 47 with Wharf. Apply to—

LEIGH & ORANGE, 1, Des Vœux Road, Hongkong, 29th March, 1906.

TO LET.

SUITABLE for Office, ONE ROOM in Prince's Buildings.

Apply to—LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—THE SECRETARY, Hongkong Hotel Co., Ltd. Hongkong, 9th March, 1906.

TO LET.

"HAYTOR"—The Peak. Immediate possession.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 19th March, 1906.

TO LET.

SEYMOUR ROAD LOWER, No. 31. CAINE ROAD, No. 53.

STONEHAVEN, Robinson Road, No. 35. TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).

ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms).

PRAYA EAST, No. 90, (Godown). Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 6th February, 1906.

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co. Offices, Ground Floors and Top Floor with Godowns can be let separately or as one.

Apply to—CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central, Hongkong, 19th July 1905.

TO LET.

FINE AIRY FLAT in DAIRY FARM Co's. NEW PREMISES, Robinson Road, Kowloon.

Apply to—THE SECRETARY, Hongkong, 11th April, 1906.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, in PRAYA EAST.

GODOWNS in PRAYA EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RIFORD TERRACE. FLATS in MORSTON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906.

TO LET.

HONGKONG CLUB.

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary, Hongkong, 1st June, 1905.

TO LET.

FROM the 1st May, a COMFORTABLE FURNISHED ROOM with BOARD on the Upper Level, commanding a Beautiful View of the Harbour. Charges moderate.

Apply by letter to—"A. G. H." Care of "Daily Press" Office, Hongkong, 4th April, 1906.

TO LET.

NO. 2, MACDONNELL ROAD.

GODOWN (Small) No. 32A, Praya East. Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905.

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vœux Road; electric quarters and all modern conveniences. Apply—

REUTER, BROCKELMANN & Co., Prince's Buildings, Hongkong, 20th March, 1906.

SHIPPING.

ARRIVALS.

CHUNKING, British str., from Canton.
 CHOWANG, British str., 1242, T. W. Selby,
 11th April—Shanghai and Swatow 7th
 April, G. Mural—Jardine, Matheson & Co.
 DAIKI MARU, Japanese str., 1568, S. Tagami,
 11th April—Swatow 10th April, General.
 —Osaka Shosen Kaisha.
 HAINUN, British str., 636, A. J. Robson, 11th
 April—Fuchow 8th April, Amoy 9th
 and Swatow 10th, General.—Douglas
 Lauder & Co.
 HAKOWANG, British str., from Canton.
 KASHING, British str., from Canton.
 KIUKIANG, British str., 1227, Jones, 11th
 April—Shanghai and Swatow, 6th April,
 General.—Butterfield & Swire.
 KWANGTAI, Chinese str., 1536, W. H. Lunt,
 10th April—Shanghai 7th April, General.
 C. M. S. N. Co.
 LOYAL, German str., 1150, Natanson, 10th April
 —Bangkok 2nd April, General.—Sander,
 Wilder & Co.
 LYKEMOON, German str., 1925, Th. Loh-
 mann, 10th April—Chinkiang 7th April,
 General.—Stensen & Co.
 RAJAH, German steamer, 3884, C. Wolf, 10th
 April—Bangkok 3rd April, Rice.—Mel-
 chers & Co.
 SHANAI, British str., 1228, F. Boyd, 11th April
 —Wuhu and Chinkiang 7th April, Rice.—
 Butterfield & Swire.
 SHANAI, German steamer, 97, Schlaikier, 11th
 April—Bangkok 14th April, Rice.—Jensen,
 & Co.
 VICTORIA, Swedish steamer, 533, H. Berg, 11th
 April—Saigona 5th April, General.—
 Chinese.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

April 11th.
 Italian, British str., for Hothow.
 Kashing, British str., for Tientsin.
 Sander, German str., for Singapore.

DEPARTURES.

April 11th.
 ATHENIAN, British str., for Shanghai.
 ESANG, British str., for Chafu.
 PHUANG, French torpedo boat, for Fuchow.
 JENKA, German str., for Canton.
 JAVIA, British steamer, for Singapore.
 JAVLINE, French torpedo boat, for Fuchow.
 KWANGTAI, Chinese str., for Canton.
 LYKEMOON, German str., for Canton.
 MANILA, British str., for Bangkok.
 MONTAUM, French cruiser, for Fuchow.
 P. R. LUTFOLD, Ger. str., for Singapore.
 RAPIER, French torpedo boat, for Fuchow.
 SHOSHU MARU, Jap. str., for Swatow.
 TAIHAN, British str., for Swatow.

SHIPPING REPORTS.

The British steamer *Shanai* reports: Light
 southerly breeze and much fog. Brailly moderate
 to fresh E. Easterly winds and rough seas.
 The German str. *Kashig* reports: From 3rd
 April to 10th, fine weather and light sea, wind
 S.E.; 10th inst. at 8 a.m. moderate sea, and
 N.E. winds.
 The British str. *Hainun* reports: Heavy
 rains neighbourhood of Fuchow, moderate
 S. Westerly breeze to Amoy; Amoy to Swatow
 strong N.E. wind, and clear weather; Swatow
 to Hongkong, fresh N. Easterly wind, cloudy
 and fine, some showers.

VESSELS IN DOCK.

April 11th.
 ABERDEEN DOCK.—U.S.S. *Berry*, *Hanoi*,
Chingta, *Hon Yek*, U.S.S. *Bainbridge*, *Brant*,
de Lencques, *Turkey*, H.M.S. *King Alfred*,
Kokoro, *Shen*, H.M.S. *Orion*.
 COSMOPOLITAN DOCK.—*Singara*.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.
 SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong
 and South American Port.
 THE Company's Chartered Steamship.

"GLENFARG."
 5,000 tons, will be despatched for CALLAO
 (Peru) and IQUIQUE (Chili) TO-DAY the
 12th inst. at 11 A.M.
 Also taking freight to other Eastern Coast
 Ports of South America transhipping to the
 Connecting Lines.
 For further information as to Freight and
 Passage apply to
 K. MATSUDA,
 YORK BUILDING,
 Hongkong, 11th April, 1906. [531]

DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAINUN."
 Captain A. J. Robson, will be despatched for the
 above Ports TO-MORROW, the 13th inst.,
 at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAUDER & Co.,
 General Managers,
 Hongkong, 11th April, 1906. [864]

FOR SINGAPORE & CALCUTTA.

THE Steamship
 "SHAN-ALLUM,"
 expected here about the 10th inst. from Kobe,
 will be despatched on the 13th inst. for the
 above Ports.
 Will also call at Rangoon if sufficient inducement
 offered.
 For Freight and Passage, apply to
 A. M. ESSABHOY,
 Hongkong, 3rd April, 1906. [795]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR
 KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to
 TAWAU, LAHAD DATU, LABUAN,
 JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship
 "BORNEO."
 Captain F. Sembill (ready to load TO-DAY,
 12th inst.), will leave on SATURDAY,
 the 14th inst., at 9 A.M.
 For Freight or Passage, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 Agents,
 Hongkong, 4th April, 1906. [5]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	CAPTAIN	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	ARCADIA	W. W. Cooke, R.N.R.	P. & O. S. N. Co.
LONDON & ANTWERP.	SOCOTRA	W. R. Hickey	P. & O. S. N. Co.
AMSTERDAM, LONDON & ANTWERP.	FLINTSHIRE	—	SHEWAN, TOMES & CO.
AMSTERDAM, LONDON & ANTWERP.	KINTUCK	—	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	BELLEROPHON	—	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	HECTOR	—	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	JASON	—	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	DEUCALION	—	BUTTERFIELD & SWIRE
MARSEILLES & C. VIA PORTS OF CALL.	ARMAND BEHIC	—	BUTTERFIELD & SWIRE
MARSEILLES, LONDON & ANTWERP.	JETHIA	—	BUTTERFIELD & SWIRE
BUENOS AIRES VIA PORTS OF CALL.	MERIONETHSHIRE	—	BUTTERFIELD & SWIRE
COPENHAGEN & BALTIC PORTS	P. E. FEUERBACH	—	BUTTERFIELD & SWIRE
ODessa DIRECT	AKER	—	BUTTERFIELD & SWIRE
HAYRE & HAMBURG VIA STRAITS & C.	SLAVONIA	—	BUTTERFIELD & SWIRE
HAYRE & HAMBURG VIA STRAITS & C.	SENEGAMBIA	—	BUTTERFIELD & SWIRE
HAYRE, BREMEN & HAMBURG VIA STRAITS & C.	SEGOVIA	—	BUTTERFIELD & SWIRE
HAYRE & HAMBURG VIA STRAITS & C.	C. FERR. LAPEZ	—	BUTTERFIELD & SWIRE
HAYRE & HAMBURG VIA STRAITS & C.	SITONIA	—	BUTTERFIELD & SWIRE
GENOA, MARSEILLES & LIVERPOOL.	ANDALUSIA	—	BUTTERFIELD & SWIRE
GENOA, MARSEILLES & LIVERPOOL.	MACHAON	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	CALCHAS	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	HYSON	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	SHIMOSA	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	SENECA	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	VANDALIA	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	RANBAY	—	BUTTERFIELD & SWIRE
NEW YORK VIA PORTS & SUEZ CANAL.	EMPEROR OF INDIA	—	BUTTERFIELD & SWIRE
VANCOUVER VIA SHANGHAI JAPAN, & C.	MONTAGUE	—	BUTTERFIELD & SWIRE
VICTORIA (B.C.) SEATTLE, & C. VIA JAPAN.	TEUCER	—	BUTTERFIELD & SWIRE
SEATTLE VIA SHANGHAI & JAPAN.	SHAWHUT	—	BUTTERFIELD & SWIRE
PORTLAND, OREGON VIA SHANGHAI, & C.	DAKOTA	—	BUTTERFIELD & SWIRE
SAN FRANCISCO VIA PORTS	NUMANTIA	—	BUTTERFIELD & SWIRE
CALLAO (PERU) & IQUIQUE (CHILI)	DAKOTA	—	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS VIA MANILA	GLENFARG	—	BUTTERFIELD & SWIRE
AUSTRALIAN PORTS VIA MANILA	CHINOT	—	BUTTERFIELD & SWIRE
VLADIVOSTOCK	EMPIRE	—	BUTTERFIELD & SWIRE
YOKOHAMA & KOBÉ	PRINCE SIGMUND	—	BUTTERFIELD & SWIRE
YOKOHAMA & KOBÉ	PRINCE SIGMUND	—	BUTTERFIELD & SWIRE
YOKOHAMA VIA SHANGHAI, MOI & KOBÉ	DOORHUND	—	BUTTERFIELD & SWIRE
JAPAN VIA SHANGHAI	DOORHUND	—	BUTTERFIELD & SWIRE
TIENSIN	TOIYONG	—	BUTTERFIELD & SWIRE
TIENSIN & WEIHAWEI	KASHING	—	BUTTERFIELD & SWIRE
SHANGHAI	HUICOW	—	BUTTERFIELD & SWIRE
SHANGHAI VIA SWATOW	SHANGHAI	—	BUTTERFIELD & SWIRE
SHANGHAI, KOBÉ & YOKOHAMA	HANGSANG	—	BUTTERFIELD & SWIRE
SHANGHAI	KIUKIANG	—	BUTTERFIELD & SWIRE
SHANGHAI	POLYMER	—	BUTTERFIELD & SWIRE
SHANGHAI	CHOTANG	—	BUTTERFIELD & SWIRE
SHANGHAI	DELHI	—	BUTTERFIELD & SWIRE
TAMBUK VIA SWATOW & AMOY	DAIKI MARU	—	BUTTERFIELD & SWIRE
TAMBUK VIA SWATOW & AMOY	DAIKI MARU	—	BUTTERFIELD & SWIRE
ANPING VIA SWATOW & AMOY	MAIZURU MARU	—	BUTTERFIELD & SWIRE
SWATOW, AMOY & FOCHOW	HAINUN	—	BUTTERFIELD & SWIRE
MANILA	RUBI	—	BUTTERFIELD & SWIRE
MANILA	TAKING	—	BUTTERFIELD & SWIRE
MANILA	LOONGSANG	—	BUTTERFIELD & SWIRE
MANILA	ZAFIRO	—	BUTTERFIELD & SWIRE
KUDAT & SANDAKAN	BORNEO	—	BUTTERFIELD & SWIRE
SINGAPORE & CALCUTTA	SHAN ALLUM	—	BUTTERFIELD & SWIRE
SINGAPORE, PENANG & CALCUTTA	ABRAZON APCAR	—	BUTTERFIELD & SWIRE
SINGAPORE, PENANG & CALCUTTA	ONSANG	—	BUTTERFIELD & SWIRE

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS.
VOKOHAMA VIA SHANGHAI, PALERMO	DELHI	About 19th	Freight only.
MOI and KOBÉ	E. G. Andrews	April	
SHANGHAI	DELHI	About 19th	Freight and Passage.
	J. D. Andrews, R.N.R.	April	
LONDON & C. VIA USUAL PORTS OF CALL.	ARCADIA	Noon, 21st	See Special Advertisement.
	W. W. Cooke, R.N.R.	April	
LONDON and ANTWERP	SOCOTRA	About 25th	Freight only.
COLOMBO PORT SAID and	W. R. Hickey	April	
MARSEILLES			

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th April, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUM	2540	R. Almond	Manila	On 14th April, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 21st April, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th April, 1906. [15]

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "RAMSAY" ... About 25th May, 1906.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 6th April, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR
 SHANGHAI VIA SWATOW "HANGSANG" ... Friday, 13th April, daylight.
 SINGAPORE, PENANG & CALCUTTA "ONSANG" ... Wed, 18th April, Noon.
 SHANGHAI "CHOYSANG" ... Wed, 18th April, 4 P.M.
 MANILA "LOONGSANG" ... Friday, 20th April, 4 P.M.
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chafu, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th April, 1906. [18]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)	ARRIVE VANCOUVER.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons	WEDNESDAY, 18th April	9th May
"MONTEAGLE" 5,000 "	WEDNESDAY, 2nd May	28th May
"EMPERESS OF JAPAN" 6,000 "	WEDNESDAY, 9th May	30th May
"TARTAR" 4,425 "	WEDNESDAY, 23rd May	18th June
"EMPERESS OF CHINA" 6,000 "	WEDNESDAY, 30th May	20th June
"EMPERESS OF INDIA" 6,000 "	WEDNESDAY, 20th June	11th July

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence £60; via New York £82.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN
STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "DAKOTA," Captain E. FRANKCK, On MONDAY, 23rd APRIL, 1906.
 "MINNESOTA," Captain J. H. KENDER, On TUESDAY, 12th JUNE, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
 NIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 20th December, 1905. [23]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOI, KOBÉ AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT NOON
"NUMANTIA"	4,370	Feldmann	April 16th, 1906.
"ARABIA"	4,483	Merzenthin	May 22nd, 1906.
"ARABIA"	5,198	Ernst	June 11th, 1906.
"NICOMEDIA"	4,370	Wagemann	June 21st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 28th March, 1906. [13]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 1906
 "SHIMOSA" ... 10th April.
 "DEN OF KELLY" ... 17th April.
 For Freight and further information, apply to
 DODWELL & CO. LD.,
 Agents.
 Hongkong, 3rd March, 1906. [2185]

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC,"
 Captain Guisot, will be despatched for MARSEILLES on TUESDAY, the 17th April, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "ERNEST SIMONS" ... 1st May.
 S.S. "POLYTESNIEN" ... 15th May.
 S.S. "CALEDONNIEN" ... 29th May.
 S.S. "SALEZIE" ... 12th June.
 S.S. "TOURANE" ... 26th June.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 4th April, 1906. [2]

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE" 5022 Tons, (expected to arrive here about the 15th inst.), will be despatched for VLADIVOSTOCK, on or about 17th April, to be followed by s.s. "ORANGE BRANCH" 3435 Tons.
 For Freight, etc., apply to
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 9th April, 1906. [846]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA,"
 will be despatched for above Ports on WEDNESDAY, the 25th April.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 9th March, 1906. [891]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EMPIRE,"
 Captain Helms, will be despatched for the above Ports on SATURDAY, the 25th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 3rd April, 1906. [797]

FOR NEW YORK

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SENECA,"
 Captain Grimes, will be despatched as above on or about the 4th May.
 For Freight or other information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department,
 Hotel Manions.
 Hongkong, 5th April, 1906. [812]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 3 A.M., and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.
 FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Meals can be had on board.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO.
 2nd Floor, 16, Victor Street.
 Hongkong, 7th October, 1904.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"MOYUNE"	On 14th April.
GLASGOW and LIVERPOOL...	"TEUCER"	On 14th April.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL...	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL...	"JASON"	On 28th April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL...	"HYSON"	On 12th May.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 15th May.
GLASGOW and LIVERPOOL...	"RHEIPEUS"	On 17th May.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 23rd May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL...	"MACHAON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP...	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP...	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL...	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP...	"HECTOR"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP...	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP...	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL...	"HYSON"	On 20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"TEUCER"	On 18th April.
	"TYDEUS"	On 18th May.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST...	"NINGCHOW"	On 25th April.
	"YANGTSE"	On 25th May.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

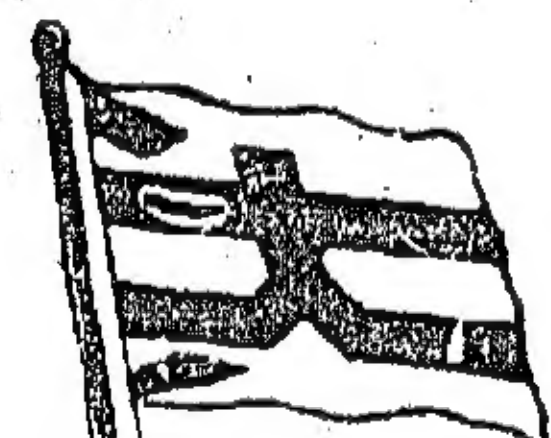
FOR	STEAMERS	TO SAIL
SHANGHAI, TIENTSIN, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"SHAOHSING"	On 12th April.
	"KASHING"	On 12th April.
	"KIUKIANG"	On 16th April.
	"TAMING"	On 16th April.
	"HUICHOW"	On 17th April.
	"CHINGTU"	On 20th April.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 12th April, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMU VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 15th April, at 10 A.M.
TAMU VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 22nd April, at 10 A.M.
ANPING VIA SWATOW AND AMOY	"H. OHTA"	at 10 A.M.
	"MAIDZURU MARU"	WEDNESDAY, 18th April, A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
HONGKONG, 9th April, 1906. T. ARIMA, Manager. [14]

HAMBURG-AMERIKA LINIE.

Ostasiatischer Dienst.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SLAVONIA	ODessa DIRECT	About 15th April
SENEGAMBIA	(Calling at Singapore and Colombo)	April
SEGOVIA	(Calling at Singapore, Penang and Colombo)	On 18th April
JSTRIA	HAYRE and HAMBURG	On 2nd May
C. FERD. LAEISZ	(Calling at Singapore, Penang and Colombo)	On 8th May
SITHONIA	HAYRE and HAMBURG	On 16th May
ANDALUSIA	(Calling at Singapore, Penang and Colombo)	On 30th May
VANDALIA	HAYRE and HAMBURG	On 14th June
	(Calling at Singapore, Penang and Colombo)	On 6th May

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, KING'S BUILDING.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 3rd May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
GNEISENAU	WEDNESDAY 18th July
RAYEIN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September

ON WEDNESDAY, the 25th day of APRIL, 1906, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain Melchers, with MAILS, PASSENGER
SPECIE and CARGO, will leave this Port for NAPLES, GENOA, and
SOUTHAMPTON, LONDON, BREMEN, and HAMBURG.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd April. Cargo
Specie will be received on Board until 5 P.M. on TUESDAY, the 24th April, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 24th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs.
Parcels should not exceed 200 lbs. in weight.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	232 0 0
return	91 0 0	163 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	38 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR ... 64 0 0 44 0 0 26 0 0
return 115 0 0 79 0 0 47 0 0
via BREMEN OR SOUTHAMPTON ... 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR BY INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONSHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	TONS	SAILING DATES
PRINZ SIGISMUND	3302 tons	TUESDAY, 1st May.
WILLEHAD	4763 tons	TUESDAY, 29th May.
PRINZ WALDEMAR	3227 tons	TUESDAY, 26th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Melchers, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	\$10.00
return	\$80.00	\$50.00	\$25.00
TO NEW GUINEA	\$28.00	\$18.00	\$9.00
return	\$70.00	\$42.00	\$21.00
TO BRISBANE	\$30.00	\$20.00	\$10.00
return	\$80.00	\$50.00	\$25.00
TO SYDNEY	\$33.00	\$23.00	\$11.00
return	\$83.00	\$53.00	\$26.00
TO MELBOURNE	\$34.00	\$24.00	\$12.00
return	\$84.00	\$54.00	\$27.00
TO YOKOHAMA	\$30.00	\$20.00	\$10.00
return	\$80.00	\$50.00	\$25.00
TO KOBE	\$35.00	\$25.00	\$12.00
return	\$85.00	\$55.00	\$28.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$50.00

THE THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class £27. 0. 0.
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer
TO EUROPE VIA AUSTRALIA AND AMERICA 86. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

YOKOHAMA and KOBE	PRINZ SIGISMUND	Thursday, 12th April, 10 A.M.
SHANGHAI, NAGASAKI, and KOBE & YOKOHAMA	PRINZ HEINRICH	Wednesday, 23rd April.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:
1st Class
To London via Plymouth or Southampton ... £62. 0. 0.
To Bremen ... 63. 10. 0.
To Paris via Cherbourg ... 65. 0. 0.
To Naples, Genoa via Gibraltar ... 65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906. [5]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,696	E. V. Roberts	On 28th April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The new screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

QUEEN'S BUILDINGS.
HONGKONG, 22nd February, 1906

DODWELL & CO., LIMITED,
GENERAL AGENTS. [7]

Why not please yourself?
You undoubtedly will if you use

van Houten's Cocoa

It is as beneficial to health
as it is delightful to the taste.
"Pure and unmixed."
"Yields a maximum proportion of the valuable food
constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well prepared."—
BRITISH MEDICAL JOURNAL.
BEST & GOES FARTHEST.

*1028-

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"
Captain Broc, will be despatched for the above
Ports on or about MONDAY, the 16th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 10th April, 1906. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, SINGAPORE, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"
Captain W. W. Cooke, R.N.S. carrying His
Majesty's Mails, will be despatched from this Port
on SATURDAY, the 21st April,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Victoria," 5,522 tons, from Colombo.
Passengers accommodation in which vessel is
secure before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangements) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Arabia," due
in London on 3rd June.
Parcels will be received at this Office until
5 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th April, 1906. [1]

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

NOTICE.

FOR COPENHAGEN & BALTIC PORTS.

THE Company's Steamship

"AKER,"
Captain Wettergreen, will be ready to load for
the above places or about THURSDAY, the
3rd May.
For Freight, apply to
MELOCHERS & Co.,
Agents.
Hongkong, 11th April, 1906. [835]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINT-HIRE,"
will be despatched for the above Ports on or
about the 16th May.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th April, 1906. [824]

Gutler, Palmer & Co.'s



SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

FOR YOKOHAMA AND KOBE.

THE Steamship

"DORTMUND,"
Captain Waggoner, will be despatched for the
above Ports on SATURDAY, the 14th inst.,
at 5 P.M.
HAMBURG-AMERIKA LINIE,
Houkang Office.
Hongkong, 9th April, 1906. [849]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain E. Foy, will be despatched for the above
Ports on WEDNESDAY, 18th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 10th April, 1906. [850]

SHIPPING IN PORT.

STEAMERS.

ALDERHOT, British str., 1,354, W. W. Adam,
15th March—Fremantle (W.A.) 25th Feb.
Sunderland—Bradley & Co.
APENNADE, German str., 611, Gauhar, 31st
March—Pakhoi 28th March and Hoihow
30th, General—Jensen & Co.
ARRATON APCAR, British str., 2,331, E. Foy,
9th April—Singapore 14th April, General—
David Sassoon & Co.
BAN-YEK, American str., 900, Patreaga, 19th,
March—Hoihow 14th March, Sugar—Order.
BATTER HALL, British str., 1,378, J. W. Hinson,
23rd March—Moji 15th March, Coal—
Dodwell & Co.
BENTVUE, British str., 2,595, E. Kroble, 31st
March—London via Straits 17th February,
General—Gibb, Livingstone & Co.
BINH THUAN, French steamer, 2,000, H. Bant,
13th February—Waltmansu 7th February,
General—Bradley & Co.
BONNHO, German str., 1,330, C. Smith, 4th April
—Sant-kan 23rd Mar, General—Melchers
& Co.
BRAND, Norwegian str., 1,523, M. Evensen, 22nd
Mar.—Chinking 14th March, General—
Chinese.
CAPRI, Italian str., 4,195, Giuseppe Relato, 5th
April—Bombay and Singapore 30th Mar.,
General—Carlowitz & Co.
CASTOR, Norwegian str., 775, John Martin, 3rd
April—Fowchow 1st April, General—Geo.
McBain.
CHINGTU, British steamer, 1,459, J. McD.
Howie, 21st March—Vedboorne via p.r. 11th
Feb., General, Flour—Butterfield &
Swire.
CHOWFA, German str., 1,055, F. Spiesen, 23rd
March—Bangkok 21st March, Rice—
Butterfield & Swire.
CLARA JENSEN, German str., 1,103, J. Favre-
sen, 9th April—Pr. hoihow (Suez) 25th
March, Sugar—Jensen & Co.
DAINI KOIHOHA MARU, Japanese str., 1,167,
T. Arachi, 21st Mar.—Nagasaki and Kobe via
Karatsu, Coal and General—Bismark & Co.
DAINI TIAN MARU, Japanese str., 3,000, K. Iton,
30th March—Kangoon 17th March, Rice—
Dos Hermanos, American str., M. Morales,
31st Mar.—Manila 27th March, General—
Order.
FERDINAND, British steamer, 2,448, Fisher, 28th
March—Karatsu 22nd March, Coal—
FELTSHIRE, British str., G. Cunly, E.N.F.,
10th April—Singapore 3rd April, General—
Shewan, Tomes & Co.
FRI, Norwegian str., 860, C. Wagle, 8th April
—Chinking 3rd April, General—Aagaard
Thomsen & Co.
FRITHJOF, Norw. str., 891, H. A. Henselder,
8th April—Hoihow 4th April, Sugar—San-
der, Walter & Co.
GENERAL PUL, Dutch str., 800, P. Ponsen,
5th March—Muntok via Pakhoi and Hoihow
21st Feb., Wood and Coals—Java-
China-Japan Lijn.
GERMANIA, German str., 1,000, H. Flugel, 8th
April—Sydney 22nd February, General—
Siemssen & Co.
GLENFAR, British str., 2,3

